

INTELLOFAX 4

# INFORMATION REPORT

COUNTRY Germany (Soviet Zone)

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SUBJECT The Berlin Freight Outer Ring

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THIS IS UNEVALUATED INFORMATION

1. The Güteraussearring (GAR) is properly only that part of the outer rail encirclement that skirts the southern boundaries of the city. Although the ring is complete, the GAR generally means the stretch of track constructed from Bahnhof Teltow at the westerly end to Bahnhof Grünau at the easterly terminus. The line is single track and encompasses the stations Osdorf, Lichtenrade, Gross Ziethen and Alt-Glienicke between its termini.
2. The GAR runs for a distance of 4 kilometers through the U.S. Sector of the city. This is a southerly projection of the municipal boundary of the district called Lichtenrade. Taking the westerly end of the GAR as zero, the stretch across the Lichtenrade tail extends from 5.2 to 9.2 km. The actual operational jurisdiction of the Bahnhof Lichtenrade extends from 3.10 km to 11.9 km along the GAR. The area of Bahnhof Lichtenrade provides two sidings 800 meters long and capable of holding a maximum length freight train. It offers the first side-tracking facility east of Bahnhof Teltow. Further east along the GAR, the next overtaking possibility is Gross-Ziethen which likewise affords trackage sufficient to accommodate a full length freight up to 120 axles. Gross-Ziethen, however, has only one side track, while Lichtenrade has two.
3. Maximum speed permitted over the GAR is 50 km per hour. There is no limit as to the type of engine or the cars which may traverse the GAR in respect to axle weight. The rail used between 0 km and 5.2 km is the German form 8; between 5.2 km and 20 km at the easterly terminus of Grünau is form 15 c. The rails are not spiked but are screwed to the ties.
4. Since the GAR has no block signal system, the movement of trains is controlled by telephone dispatch.
5. At present the daily load over the GAR is about 50 freight trains, 6 through passenger trains, 2 shuttle trains between Lichtenrade and Grünau, and a varying number of extra trains. Included in the 6 through passenger trains are the two Soviet military service trains, D-1 and D-2, which run daily between the Soviet Sector of Berlin and Wildpark.
6. Plans have been studied to construct a by-pass around Lichtenrade through Diederdorf-Gradow and Gross-Ziethen from Teltow but have been abandoned because of the marshy condition of the terrain which was regarded as unsuited for supporting a road bed.

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25X1